

INTIMATIONS.

1890. IN PREPARATION. 1890.
THE
CHRONICLE AND DIRECTORY
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A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

Hongkong, 16th January, 1890. 119

The Daily Press.

HONGKONG, JANUARY 18TH, 1890.

An article by Mr. GLADSTONE in the *York*

Companion a month or two ago, on the

future of the English speaking races, attracted

considerable attention at the time of its

appearance, and was noticed in the *Press*

throughout the world. Our readers are prob-

ably already familiar with the general scope

of the article. Mr. GLADSTONE prophesies

that within a century the English speaking

races will practically have the control of the

inhabited globe. So great has been the pro-

ductiveness of these races that it is estimated

that the present number of English

speakers is 105,000,000, which is an advance

of 85,000,000 on what it was a century ago,

and which is said to authorize the expectation

that the number will reach 700,000,000 in

1980, or nearly twice the present population

of China. Other writers think that the

English speakers will reach a thousand mil-

lions. It would be interesting to have a

criticism by Mr. GLADSTONE of the lecture

delivered the other evening by Dr. CANTLEY

to the Hongkong Literary Society. Accord-

ing to Dr. CANTLEY the Anglo-Saxon race

has found its home in England, and when it

leaves that home to settle elsewhere, a

marked deterioration in which is more or less

derivation in proportion to the variation of the

climate from that of Great Britain. If it be

the case, as stated, that in Canada only one

child out of three reaches the age of two

years it is evident that that great dependency

an contribute but little to the predicted

rapid growth in the numbers of English

speaking people. In the United States the

race becomes degenerate, and thinking Ameri-

cans are said to be seriously alarmed as to

its future. In Australia the people become

weedy, and the third generation is said to

be looked upon by Australians born of Eng-

lish parents as of a totally distinct and

inferior type to themselves. If climate

exerts the potent influence claimed for it by

Dr. CANTLEY it would seem that the geo-

graphical limits to the expansion of the Anglo-

Saxon race must soon be reached. It is well

known that English people settled in India

cannot perpetuate their stock beyond the

third generation. It has been predicted

that it will be found much the same in

Northern Australia. Queensland was only

thrown open to colonization in 1842, so that

there has not been much time for direct ob-

servations, but there is reason to believe

that at all events the more northern

portions of the colony as well as the

Northern Territory of the colony of South

Australia will be found unsuitable for per-

manent European Settlement. If this be so,

this valuable tract of country will have to be

treated like our other sub-tropical posses-

sions, that is, exploited by British enterprise

and capital with the assistance of Asiatic

labour. The Australians, however, object to

the Asiatic labourer in general and to the

Chinese labourer in particular, and have

determined to make a strong stand for the

preservation of the British type of race

throughout the continent. If the climate

exerts against them their efforts will prove

unavailing. It is perhaps a dim perception

of the fact that the Chinese are phys- ically

more adapted to the country than them-

selves that is at the bottom of the hos-

tility displayed towards the yellow race

by the Australians. In his inaugural ad-

dress at the Hongkong College of Medicine

Dr. MANSON spoke of the Chinese race

"in point of sagacity, as well as size, the

elephant among the nations, and the most

industrious, thrifty, persevering, homi-

gous, physically adaptable, clever people"

—stretching from Siberia to Australia. The

Australians have determined that the Chi-

mark that previous Governments have some-

times thought the best way of attracting the

attention of the public and securing full dis-

cussion was to publish a notification in the

Gazette to the effect that "the following Bill

will be proposed in the Legislative Council"

on such and such a date, and setting out the

Bill at length. As to the question of pro-

cedure, the irregularity complained of has

been not so much the taking of the first

reading before the printing of the Bill,

as the taking of it before the Bill is pre-

pared and before the officer moving the

first-reading is prepared to state the objects

and reasons of the Bill. In the House

of Commons, permission has to be ob-

tained before a Bill can be brought in, and

the member seeking such permission explains

the objects of the Bill and gives the reasons

for its introduction. If the motion for leave

is agreed to, the Bill is ordered to be prepared

and brought in by the member and seconded,

and before the first reading can take place it has

to be actually deposited on the table.

Having been read a first time the Bill is or-

dered to be printed. His Excellency there-

fore corrects in his description of parliamen-

tary procedure so far, but it is not the prac-

tice in the House of Commons to read Bills

which have not been prepared, nor to read

them without some explanation of their

purpose. It is also the practice in the House

of Commons, when a Bill is printed, to pre-

cede to an analysis of the various clauses, as it

was formerly the custom in this colony to

print with Bills statements of their objects and

reasons, a very useful custom which has been

discontinued by the present Attorney-General,

presumably as being somewhat troublesome

to himself. The authority on the question of

printing Bills is to be found, however, not in

the rules or practice of the House of Commons,

which, however useful as supplying precedents,

are not binding—but in the standing

orders of the Legislative Council, wherein it

is provided that "A printed copy of every

Bill shall if possible be sent to each

member by the Clerk at least two clear days

before it is read a first time." The general

impression that to read a Bill before it is

printed is irregular is therefore perfectly

well founded. There is a justification, how-

ever, to that than to the forcing of the

statement of objects and reasons until the

moment of the second reading of the

Bill. That there is no intention of bur-

dening discussion goes without saying, but the

effect is the same. It is the duty of the

Attorney-General to make out the best case

he can, or a sufficiently good case, for any

Bill he proposes, and it is this that the

unofficial members, if they are opposed to

the measure, have to meet. If the statement

is very similar to what that of the At-

torney-General would be if he had to go into

court to defend a case without any knowledge

of the plaintiff's petition.

The Criminal Sessions will be formally open-

ed this morning and adjourned until Monday

at ten o'clock.

Owing to the lamented death of Major

Prevost, the football match between the 1st

Regiment and the Club did not take place

yesterday afternoon.

According to the *Courier* of Haiphong Mr.

Jeun Dupuis has succeeded in raising sufficient

capital in Paris to work the coal mines on his

Khai-concession.

As the Chinese New Year approaches robbers

are getting very bold. The particulars of a

heavy burglary by armed men in Circular

Quay will be found in our Police report.

The great barmale case, which has been pending

for over twelve months and has been looked

forward to with much interest in certain quar-

ters, was commenced in the Supreme Court yester-

day.

As will be seen by the report of the proceed-

ings yesterday, the neglect of the Legislative

Council, the *Praya Reclamation Scheme* has

been approved by the Secretary of State, but

the terms have not yet been stipulated.

We hear that when the *Halibut* was at Amoy

it was reported that a sailing vessel was

seen at Ho-tai, a place about fourteen miles from

Tamsui. It is believed the vessel is the British

ship *Anglo-Panama*, which was on a voyage from

Shanghai to the Philippines.

A telegram to the *Pioneer* says—"It has been

settled that the duty on silver plate will be

mark that previous Governments have some-

times thought the best way of attracting the

attention of the public and securing full dis-

cussion was to publish a notification in the

Gazette to the effect that "the following Bill

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torney-General would be if he had to go into

court to defend a case without any knowledge

of the plaintiff's petition.

The Criminal Sessions will be formally open-

ed this morning and adjourned until Monday

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 22nd Inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 4 P.M.

No Fire Insurance has been effected.

SIEBSEN & Co.,
Agents.

Hongkong, 16th January, 1888. [149]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"GLAUCUS".

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charged into Craft, and/or landed at the Go-
downs of the Underigned; in both cases it will
be at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 16th instant.

Goods undelivered after the 23rd instant,
will be subject to Reat. All damaged Goods
must be left in the Godowns where they will be
examined at 11 A.M. 23rd Inst

BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th January, 1889. 106

WINTER TIME TABLE.			
THE FOWLOON FERRY.			
STEAM LAUNCH.			
"MORNING STAR"			
Runs Daily via Ferry Boat between PIDDAE'S WHARF and TEM-TEA-TSU at the following hours:-			
Leaves Kowloon	Leaves Kowloon	Leaves Hongkong	Leaves Hongkong
6.00 A.M.	3.15 P.M.	6.15 A.M.	4.00 P.M.
7.40 "	4.15 "	7.35 "	4.30 "
7.50 "	4.50 "	7.45 "	5.10 "
7.55 "	5.30 "	7.55 "	5.35 "
8.00 "	5.15 "	8.00 "	5.50 "
8.30 "	6.45 "	8.10 "	7.30 "
9.00 "	7.15 "	9.15 "	8.00 "
9.40 "	9.00 "	9.50 "	9.30 "
10.30 "	10.00 "	1.00 "	10.50 "
1.30 "	12.00 "	2.00 "	

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 Europe. Files of nearly every Newspaper pub-
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pany, are authorized to INSURE against
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Hongkong, 1st January, 1882.

**NORTH GERMAN FIRE INSURANCE
COMPANY AT HAMBURG.**
THE Undersigned, AGENTS for the above
Company, are prepared to GRANT IN-

ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & Co.,
Agents.
Hongkong, 16th November, 1872. 14

GENERAL LIFE AND FIRE
ASSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE and LIFE at Current Rates.

FUSTAU & Co.
Hongkong, 1st April, 1885. 661

Hongkong, 14th March, 1881. [1731]
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 IN HAMBURG.

THE Undersigned, Agents of the above
 Company, are Prepared to ACCEPT
 RISKS at Current Rates.

PUSTAU & Co.,
 Agents.

Hongkong, 15th January, 1884. [167]

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A.D. 1730.

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 Agents for the above Corporation, are
 prepared to grant Insurances as follows:—
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NOTTON & Co.,
Agents.

Hongkong 16th July 1887. 755

NORTHERN ASSURANCE COMPANY.

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 Hongkong, 27th September, 1888. [37]

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A SMALL EUROPEAN HOUSE at Wan-
 chai and GODOWNS 50p and 51 and
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 Hongkong, 1st June, 1888. [34]

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MEYER & Co. (1248)
 Hongkong, 2nd July, 1887.
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 modation, TERRACE LAWN.
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 Office of this Paper.
 Hongkong, 31st December, 1889. (42)
 TO BE LET.
 OFFICES & GODOWNS now occupied by
 the MESSAGERS MARINE STEAM COMPANY.

"SUNNYSIDE" No. 7, Bonham Road.
Apply to
LINSTADE & DAVIS,
Henglong, 14th November, 1898. 1/6
TO LET—AT THE PEAK.

"LA HACIENDA" formerly occupied by
Sir GEORGE PHILLIPS.
Apply to
H. N. MODY,
Victoria Buildings,
Hongkong, 13th December, 1898. 1/41
TO LET.
POSSESSION FROM 1st MARCH OR APRIL.
THE "LENA COTTAGE."
Apply to

"A" AT PRESENTING THE Occupation of the COMP
 TOIR D'ESCOMPT DE PARI.
 Apply to **RUSSELL & Co.**
 Hongkong, 4th December, 1888. [40]

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 new words which the Chinese have of late years been
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 COAL MERCHANTS,
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 SHORTEST NOTICE.
 No. 25 PRATA CENTRAL
 客棧成利公司公棧 (25)

Albany	Jan. 6	Ed. Porter	Brit.
Amoy	Jan. 8	K. Kohler	Ger.
An con	Jan. 14	Webber	Brit.
Anten	Jan. 14	de Aerobos	Ger.
Arratoon Apoc	Jan. 14	Effiant	Brit.
Arishoke	Jan. 14	L. Guss	Brit.
China	Jan. 15	P. Hays	Ger.
Devonhurst	Jan. 16	K. Houthoff	Dut.
Edinburgh	Jan. 19	W. Joergin	Brit.
Faehle	Jan. 17	Land	Dan.
Gaelli	Jan. 15	F. G. Penna	Brit.
Gleason	Jan. 18	Leach	Brit.
Hall's n	Jan. 16	North	Brit.
Hannow	—	Lord	Brit.
Honow	—	R. R. Levinson	Brit.

Altair	Dec.	1	Minro	Brit.
Angusta	Dec.	5	Jessen	Ger.
Bengale	Jan.	17	Scott	Fran.
Columa	Dec.	24	M. Noyes	Amer.
Daniel Barcos	Dec.	27	G. Storer	Amer.

Ch'yon Kaurg	-	Kang	Siam.
Colombo	June 10	Giff	(Chi.)
Diamond City	July 10	L. Sees	Siam.
Falcon	-	Jurgenson	Nam.
at heong	Sept. 5	Chan en	Bel.
Mortina	Oct. 29	Hato Kendai	Ger. s
Rapit	June 11	Sanbring	Siam.
Young Einn	-	Loek	Siam.

Andreas Christ- ian Tetuan	Dec. 14 Dec. 5 Jan. 8 Dec. 17 Nov. 22	F. Hayer Edwards M. Thomsen Llanquet Roper	Ger. m Brit. m Ger. m Brit. m Ger. m
Soek Ching Fulchow	Jan. 10 Jan. 10	Christian Joseph	Brit. m Brit. m

Guintung	Dec. 24	Winsor	Chi. s
Go	Jan. 9	Nodop	Ger. s
Fellung	J. n. 8	Cravford	Brit. s
Fengshan	Dec. 19	Small	Chi. s
Fu-yew	Dec. 28	Trabem	Chi. s
Ganvau	Jan. 10	A. J. Jacobs	Brit. s
Hae-an	Dec. 21	Lancaster	Brit. s
Hosufu	Dec. 1	Stanton	Brit. s
Hosue	J. n. 7	Stor	Brit. s
Hufeng	J. n. 7	Styles	Brit. s
King-kwau	J. n. 9	Sights	Brit. s
Klu-yu	Dec. 29	Morse	Chi. s
Ki-wahing	Jan. 8	ung	Brit. s
Kwongang	Dec. 27	Thos. Sailer	Brit. s
Natal	Jan. 4	sch	Fr. s

G. H. Wiggins	Jan. 9	England	Brit. A.
J. O. E. Eayre	Dec. 19	France	Brit. A.
Factotum	Dec. 7	Burmah	Amer. A.
John K. Irving	Jan. 10	France	Amer. A.
State of Maine	Nov. 24	Nichols	Amer.

VESSELS ARRIVE FROM			
PORTS IN CHINA, JAPAN, & MANILA.			
(Per Last Mail's Advice.)			
Leaves	Hongkong	Nov. 12	
Promachus (s.)	Shanghai, &c.	Nov. 20	
Raphael	Manila	Nov. 28	
Albatross	Shanghai, &c.	Nov. 28	
Electra (s.)	Shanghai, &c.	Nov. 29	
Ehrenfels (s.)	Flyco	Nov. 29	
Glenogle (s.)	Shanghai, &c.	Dec. 1	
Glenogle (s.)	Shanghai, &c.	Dec. 1	
Glenylea (s.)	Shanghai, &c.	Dec. 8	
Dorset (s.)	Yokohama	Dec. 8	
Corvus (s.)	Shanghai, &c.	Dec. 9	

1479	A. Hansen, Ball & Co	Japan
1843	C. Jensen & Co	Shanghai
1856	F. & O. S. N. Co	Japan
336	Wiesler & C.	
1302	D. Sessons, Sons & Co.	Calcutta
973	Morris & Ray	
1053	Chinese	
1163	Cardine, Matheson & Co	Batavia
1425	L. & M. Stearns & Co	Canton
419	Arnhold, Karberg & Co	
13	F. & O. S. N. Co	S. Francisco
137	W. & O. S. N. Co	Shanghai
758	Domestic Landspick & Co	
2235	Interfield & Swire	Canton
1344	L. & M. Stearns & Co	Canton

359	(Chinese)	
473	M. Schellhaas & Co	
514	Reichern & Co	
552	Reichern & Co	
1434	Dustan & Co	New York

	O. NTON.
ok	419 Chinese
ok	430 rider
ok	261 Non Fat Bong
ok	355 Chinese
ok	325 Chinese
ok	75 Marshall & Co
ok	420 Chinese
ok	780 Chinese

SW TOW.

PORT ON 2ND JANUARY, 1889.

STRAMBLE

617 Marshall & Co. Suisse

ANDY.
PORT ON 11TH JANUARY, 1889.
SAILING VESSELS:

ok	424	Paseadag & Co
ok	468	H. A. Peterson & Co
ok	250	H. A. Peterson & Co
ok	619	Paseadag & Co
ok	488	Paseadag & Co

POGOHOW.
PORT ON 12TH JANUARY, 1889.
STEARNS:

tr	77	Chinese
tr	783	Jardine, Matheson & Co

367	M. S. N. Co.
367	Siemassen & Co
932	ad. H. Kuisla
954	M. S. N. Co.
956	C. M. S. N. Co.
1935	Jardine, Matheson & Co
950	C. M. S. N. Co.
1069	C. M. S. N. Co.
986	Butterfield & Swire
987	Butterfield & Swire
1030	C. M. S. N. Co.
2400	C. M. S. N. Co.
1985	Jardine, Matheson & Co
1000	Jardine, Matheson & Co
2516	Leveaux et al Maritimes

h	537	de Muller	
h	143	Order	
h	143	J. S. Smith	
h	143	W. & C.	
h	143	Order	

VESSELS ARRIVED AT BOMBAY.			
(Continued.)			
Santo Domingo (s.)	Manila	Dec.	4
Friga (s.)	Yokohama, &c.	Dec.	4
Malwa (s.)	Yokohama, &c.	Dec.	5
(Amboia) (s.)	Manila	Dec.	6
Benary (s.)	Yokohama, &c.	Dec.	6

VESSELS EXPECTED AT BOMBAY.			
(Corrected to Date.)			
Boonahong (s.)	Panama	Oct.	18
Titon (s.)	Carthage	Dec.	12
Titon (s.)	New York	Dec.	16
Dorothea	Hamburg	Dec.	22

Hever	Dec. 31	Dethlefsen	Ger. str.	388	C. & J. Trading Co.
Hico-maru	Dec. 31	Jones	Jap. str.	62	Nippon Yusen Kaisha
Nord n	Oct. 26	Nilsen	Nor. str.	1947	Ed. Kaishia
Saunoy-maru	D. c. 33	Kakal	Jap. str.	856	Nippon Yusen Kaisha
Tai Hing	Aug. 25	F. Lake	A. or str.	71	W. Lake & Co
Tsuruga-maru	Dec. 28	Thomson	Jap. str.	691	Nippon Yusen Kaisha
Victoria	Dec. 28	Gordon	Brit. str.	1153	Tokushima Oolliery
Vladivostok	Oct. 31	Ostoloff	Rus. str.	678	Holme, Rincer & Co
					Walter & Brown
Dorothy	Oct. 29	Christensen	Barge	310	Holme, Ringer & Co
Kosaki-maru	--			400	Nippon Yusen Kaisha

KOBÉ.

Harmonethairie	Dec. 31	R. Dowling	Brit. str.	1244	Adams & Btll & Co	
Orux	Dec. 30	Gairaud	Fr. str.	2380	Messageries Maritimes	
					SAILED VESSELS.	
Artie	S. p. 15	Pyne	Brit. coh.	50	Master	
Diana	S. p. 23	Petersee	Am. coh.	75	Master	
Iron Cross	Dec. 17	O. Lamp	Brit. sh.	1508	C. & J. Tradt & Co	
M. L. Cushing	Nov. 17	Bray	Amr. sh.	1675	C. & J. Trading Co	
Nemo	June 24	snow	Brit. coh.	59	Master	
Kew	Nov. 15	F. Brassey	Brit. coh.	51	H. Clerk.	
Scam. Brothers	Dec. 21	Laurea	Brit. bk	1215	C. & J. Trading Co	

SHIPPING IN SOUTHERN PORTS.						
VESSELS.	DATE OF	CAPTAIN.	FLAG	TONS.	CONSIGNEES.	DESTINATION.

Shen	Aug. 18	—	Brit. sh	2217	Smith, Ball & Co
T. E. Marshall	Oct. 31	—	A. & S.	1866	F. Richardson & Co
Willie Reed	Dec. 26	Stone	Brit. sh	1400	Macleod & Co
Winnipeg					

HAIPHONG.						
IN PORT ON 3RD JANUARY, 1889.						
STEAMERS.						
Anigo	D. c.	29	Brabn	ger. str	780	Wing-fung-phook
Glara	Dec.	30	Christensen	ger. str	674	Wing-tai heong
Quir	Dec.	31	Raben	ger. str	771	Wing-sok-tay
Moita	Jan.	1	Morak	Brit. str	386	Manson
Sverdale	Dec.	1	Mooney	Brit. str	1311	Dennis Fraser

BANGKOK.						
IN PORT ON 29TH DECEMBER, 1888.						
SAILING VESSELS.						
Bua Pa	Dec.	2	Saxtoph	Siam. bk	576	Poi Lee
Carline	Dec.	2	Sequeira	Siam. sh	238	Chinase
F. Chow	Nov.	20	Seimicelow	Siam. bk	560	La Mah Tong

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA ESTABLISHMENT					
NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE A.
A lazarby	d.s., steel caspach boat	4	3150	Com. R. B. Maccochie	Hongkong
Cockchafer	gunboat	4	370	Lt. Com. E. E. Maxwell	Chefoo
Constance	corvette	14	2550	Captain J. C. Kappel	Tsushima
Cordelia	corvette	10	425	Captain H. H. Byre	Hongkong
Eak	double-screw gunboat	3	940	In reserve	Amoy
Esprit	gunboat	4	455	Lt. Com. R. T. Smith	Amoy
Fiebreud	composite gunboat	4	400	Com. Fenison	Canton
Flourine	corvette	5	1470	Captain C. J. Balfour	Batavia
Impregable	double-screw iron frigate	19		Captain W. H. Hall	Batavia

Sapphire	corvette	22	2460	Capt. W. O. Karstane	Kobe
Satellite	corvette	8	1360	Capt. T. W. F. Nesbitt	Longkou
Solent	torpedo mining launch	3	—	—	—
Swift	double-screw gun-vessel	2	1130	Com. Hou. R. Bing an	Luochow
Swirl	double-screw gun-vessel	6	340	In reserve	Hongkong
Wood	minuting ship	10	—	Commodore Maxwell	Hongkong
V. Emanuel	composite sloop	3	750	Com. G. A. Giffen	Singapore
Wanderer	turret ironclad	4	1450	In reserve	Hongkong
Witica					

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

La Clotilde	French corvette	10	100	Captain de Barbeyrac	Yokohama
La Harpe	French gunboat	—	—	Captain Dupont	Hai Hong
Laune	French gunboat	—	—	Captain Dupuis	Yokohama
Viper	French gunboat	4	110	Capt. Godard	Hai Hong
Alus	German gunboat	4	130-0	Lieut. - en - chef, de Rielstein	Hong Kong
Wolf	German gunboat	2	300	Lieut. - Com. Crueser	Hong Kong
Luis Lima	Portuguese gunboat	6	100	Com. J. A. Santa Barbara	Macao
Lejo	Portuguese gunboat	—	—	Captain Chancelier	Yokohama
—	Russian cruiser	13	1110	Captain Chirinsky	Yokohama
Dimitri Donkoff	Russian frigate	23	—	Captain Tchouhitch	Nagasaki
A. Peyota	Russian gunboat	—	—	Captain Ostefelsky	Yokohama
Mansour	Russian cruiser	—	—	Vladivostok	Yokohama
Nayevnik	Russian cruiser	9	253	Captain Zorine	Yokohama
Antolinia	Russian corvette	—	—	Captain Yulit	Nagasaki
—	Russian corvette	10	—	Captain Arakell	Yokohama
—	Russian cruiser	13	—	Captain Kurik	Yokohama
—	Russian corvette	12	—	Commodore Michaelov	Hong Kong
—	Russian gunboat	4	—	Commodore Alekshinsky	Yokohama
—	Swedish cruiser	11	2600	Capt. L. K. Zingaga	Manila

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